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- the need exite of the Mortheset Railvey Administration Durean is in Earbin, and ocatrols all offices of the bureau.
- The First Breach Office of the bureau is in faiteiner (123-57, 47-22); it controls the following lines.
  - Taitathar to 2sonan (122-47, 45-21)
  - feiteibar to Anta (125-40, 46-33)
  - Taltathar to Manahouli (117-27, 49-38)
  - Teltsihar to Peian (126-34, 48-16)
  - e. Pelam to Heiho (127-28, 50-15)
- The Second Branch Office, in Mutanuhisurg (129-37, 44-35), controls the following lines:
  - Mutanohiang to Imiempo (138-04, 48-03)
  - **b**... Mutanchiang to Suifanho (131-09, 44-23)
  - e. Sulyang (130-50, 44-25) to Tunguing (131-14, 44-01)
  - d. Tutanchiang to Chiasmseu (130-21, 46-48) and Esolikang (130-17, 47-05)
  - Rutenchiang to Sulin (133-38, 45-59)
  - f. Mutanchians to Tomes (129-47, 42-59)
  - g. Tentungehen (125-69, 43-17) to Hailung (126-59, 42-39)
- The Third Branch Office is in Harbin and controls the following lines:
  - a. Harbin to Imiempo
  - b. Harbin to Anta
  - c. Harbin to Shulan (126-48, 44-21)
  - Harbin to Shuangchang (126-18, 45-22)
  - Marbin to Peian
- 5. The bureau controls a total of 457 locomotives. Is per cent of which are not now in working condition. Of these, the First Srauch controls 156, the Second Branch, 164, and the Third Branch, 137. The bureau controls a total of 4102 cars, 30% of which are passenger coaches and 3800 are freight cars. The freight cars have a capacity of 30 tons, but because they are old and in poor repair they never carry more than 24-26 tons.

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CHERAL INFRILLIGATION AGENCY Organization of Northeast Relicost Eurcan Sectio.m Technical -General Affeirs ----Head Office (Harbin) ---Labor Crist: Machae (A S) Electric Power Surveying Vice chief: HDATG To Rolling Stock (資 器 Pinence - Francisc -Purchasing. Accounting Documents Schedules -Midtary Affeirs Military Affairs [Transfertation Refair -Reconstruction --Construction Surrly Office of Purchasing Surrly Director Accounting Planning lat Branch Office-Inspection (Psitsibar) Chief: KUG Wei--Technical--Natur Surply ch eng Installation Secretary (郭維城 Locomotive Coal Surrly Hailer (119-44, 49-13) Construction -Engineering-Special Military Office. Supply Responsible for liaison, Repair communication and trans--Electric Pomer-Installation portetion between Soviets Surrly and Chirese (or municits Signal - Business Treffic & Freight Schedules Rolling Stock -Traffic Control-Military Affairs -Rolling Stock -Retairs Investigation General Affairs Documents Personnel-Finance Placement 2nd Branch Office --Organization similar to 1st Pranch (Lutarchiang) Chief: CH'EN Ta-fan -Hackeng (Haclikang /130-17, 47-05/) Office (陳大凡) 3rd Branch Office (Harbin) ----- Organization similar to let Branch Chief: LTU Chu-ying (劉居英) CHANG Chang . Vice-objef:

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## CONFIDENTIAL GENCE AGENCY



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17 December 1947

7. Timetables of Tmilways under control of the Chinese Communist Northeast Railway Administration Bureau:

Barbin-Shuangchang.

Passenger train departs Eardin at 5:79 p.m. deily Mixed passenger and freight train departs Harbin at 9:00 p.m. daily

Sarbin to Wackang (121-14, 44-01). [197-07, 44-55]] Passenger train deports Marbin at 7:40 a.m. daily

Barbio-Pelasi

Passenger trains deport Marbin at 7:35 s.m. and 5:20 p.m. daily Freight train deports Harbin at 10:40 s.m. daily Hilliary trains travel only by night on irregular schedule One to two trains daily depart Herbin, outside the schedule

Peien-Meiho:

Line reported as under repair

Suihua (126-58, 46-38)-Chiamigen.

Passenger trains depart Suthus at  $\lambda:40$  p.m. and 4:40 p.m. daily Freignt trains on irregular schedules, according to need

Herbin-Mutenchieng:

Passenger trains depart Earbin at 5:30 m.m. and ":40 daily; time of errival at Matanchiang: 5:00 e.m. and 5:00 p.m., respectively, the next day Three freight trains depart Earbin daily, schedule irregular

Mutanchlang-Sulfenho:

Passenger train departs Mutanchiang at 9:00 a.m. on odd days of the month

Sulfenho-Tungaing.

Passenger train departs Saifenho at 7:40 n.m. daily

Mutanchiang-Chiamuseu;

Passenger train densete Metamattone at Time n.m. delly Two freignt trains from But; noblene deally, time of departure unknown

Chiammen-Hao? ikenes

Isomemor train commute Chiamascu at 9:00 a.m. daily experien of three coal trains depart Hnollkang daily, schedule irrogalar

Hatanehlang-Tungan (132.49, 45-33):

Passenger train departs Mutenchiang at 1:40 p.m. daily

Linkou (130-16, 46-18)-Bulin (133-38, 45-59); Hixed train from Linkou deily, time of departure unknown

Chianussu-Tunen:

Passenger trains depart Chiamasu at 10:30 a.m. and 9:25 - a daily Mixed train departs Chiamasu at 12:00 moon daily

Tumen-Chiaoho (127-20, 43-43):

Passenger train departs Tumen daily, time of departure unknown Mixed train departs Tumen on irregular schedule

Mailung-Yentungshan: Irregular schudule

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Harbin-Manchouli:

12 4 F F

Presenger train departs Harbin at 9:00 c.m. daily

Freight train departs Harbin daily, time of departure unknown

Mixed train deports Herbin at 6:00 p.m. deily

Soviet "international" train every Sunday at 6:00 m.m. (from Manchowli?)

Herbin-Tsitsiher:

Mixed trains depart Harbin et 19:00 noon and 10:00 p.m.

Tsitsiher-Menchouli:

Mixed train departs Tsitsiher at 4:00 p.m. delly

Tsitsiher-Hallers

Hixed train departs Taitsiher at 6:00 e.m. daily

Tsitsihar-Pelens

Presenger train departs Telteiher et 8:00 a.m. daily Freight train departs Teitether at 7:10 a.m. deily

Teits ther-Neuchiang (195-17, 49-11):

Pessenger train departs Tsitsiher at 10:00 s.m. daily

Tsitsihor-Angenechi (127-48, 47-13);

Passenger trains depart Tsitsiber at 9370 a.m., 1100 p.m. and 6100 p.m. daily Three freight trains delly depart Teitsiber, time of departure unknown

Angengchi-Tagens

Passonger train departs Angengchi at 10:10 a.m. daily Freight train on irregular schedule

Thoman-Kuoerhloszuwangfu (195-00, 44-53) (Feining Note: Kuoerhloszuwangfu ammens as langfu on ALS 1401, ALS 1, 1:500,000 and on ALS 1541, 1:250,000.) No definite schedule

Teonen-Keitung (123-03, 44-48): lo definite schedule

It was reported that the Chinese Communists were building a line between Nonchiang and Moho (127-21, 53-26), but recent investigation yields no sign of construction in this erea.

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